

ANNUAL REPORT TO THE CALIFORNIA STATE LEGISLATURE

APRIL 2011



METROPOLITAN TRANSPORTATION COMMISSION



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SAN FRANCISCO BAY AREA'S TRANSPORTATION SYSTEM

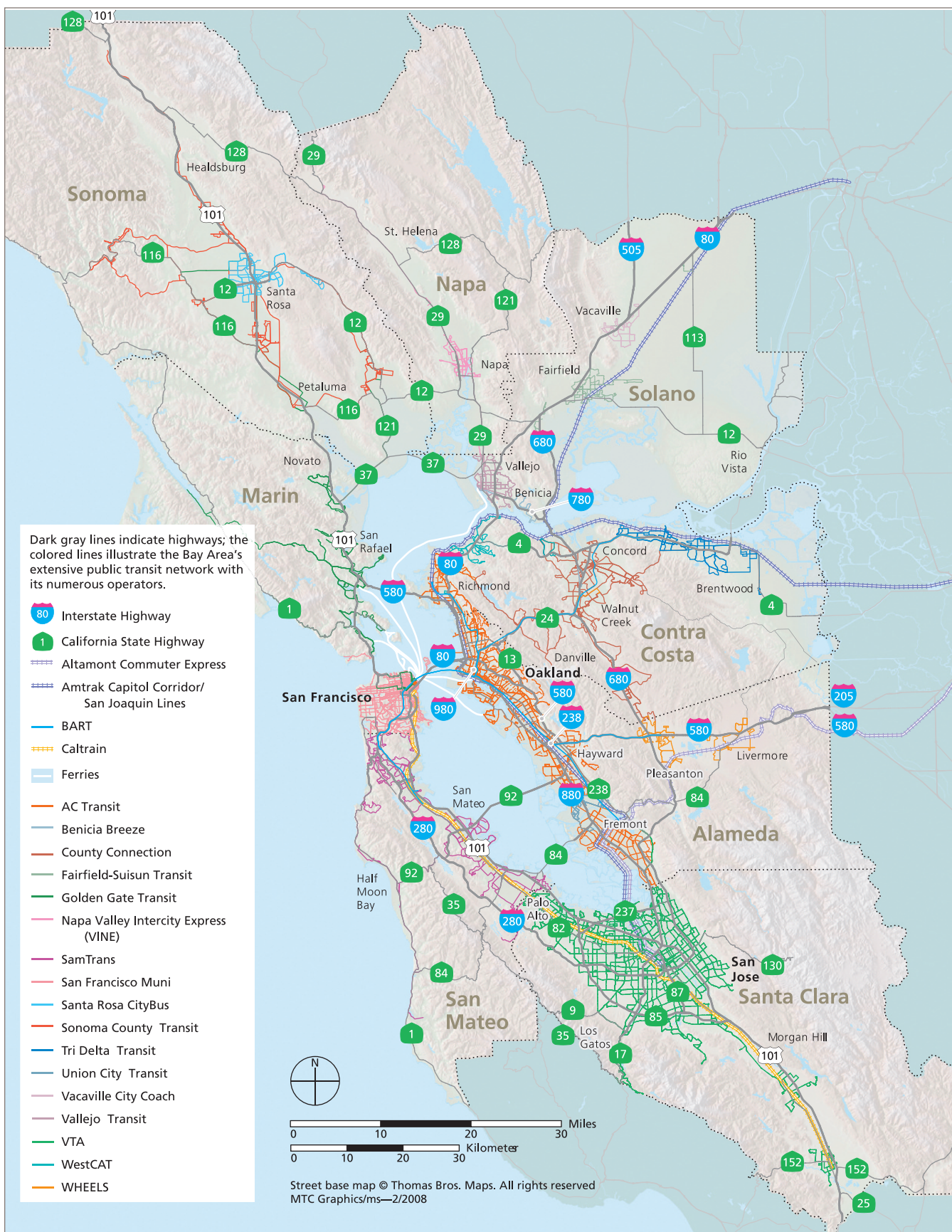


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ACTION ITEM

MTC SEEKS CHANGE TO BOARD STRUCTURE

MTC's governance structure has served the San Francisco Bay Area well for the last 40 years. However, the time has come to modify the board's structure so that it provides representation for the Bay Area's three largest cities: San Jose, San Francisco and Oakland.

As the Bay Area works to implement the requirements of Senate Bill 375 (Steinberg), 2008, a focus on development within the existing urban core and near public transit is imperative. A strong partnership with the cities of Oakland, San Jose and San Francisco is essential.

These cities each deserve a seat on MTC, as illustrated by these key facts:

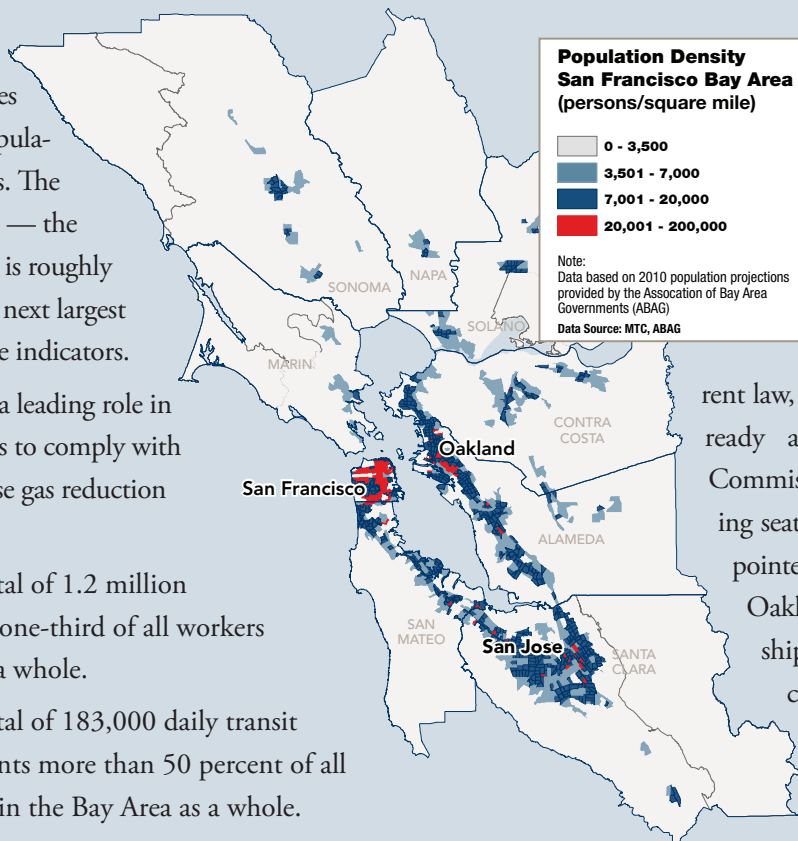
- > They are the largest Bay Area cities in terms of both population and households. The smallest of the three — the City of Oakland — is roughly twice the size of the next largest city for both of these indicators.
- > They will each play a leading role in the Bay Area's efforts to comply with the state's greenhouse gas reduction requirements.
- > Their combined total of 1.2 million workers represents one-third of all workers in the Bay Area as a whole.
- > Their combined total of 183,000 daily transit commuters represents more than 50 percent of all transit commuters in the Bay Area as a whole.
- > They are the only three Bay Area cities with an international airport or with a significant sea port.

MTC'S CURRENT GOVERNING BOARD

The current composition of the 19-member commission was established in MTC's enabling statute in 1970 with voting membership distributed as follows: the five larger southern counties (Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara) have two members each, the four smaller northern counties (Marin, Napa, Solano and Sonoma) have one member each, and the Association of Bay Area Governments (ABAG) and Bay Conservation and Development Commission (BCDC) each have one voting seat, appointed by each of the organization's governing boards. There are also three non-voting members representing the U.S. Department of Transportation, the U.S. Department of Housing and Urban Development, and the State Business, Transportation and Housing Agency.

Proposed Changes in AB 57 (Beall)

Assembly Member Jim Beall, a former MTC Commissioner, is authoring Assembly Bill 57 to make the recommended changes to MTC's governing board. Under current law, the mayor of San Francisco already appoints a member to the Commission. The bill will add two voting seats to the commission, to be appointed by the mayors of San Jose and Oakland from among the membership of the San Jose and Oakland city councils. In each case, the mayor could appoint himself or herself. The amendments also provide that no more than three voting members of the commission may be residents of the same county.





LEGISLATURE TAKES SWIFT ACTION TO REAFFIRM TRANSPORTATION TAXES

MTC is very grateful for the Legislature’s recent approval of AB 105, which restored stability to \$2.5 billion in transportation funding. Voter passage of Proposition 26 last November put at risk two new sources of state transportation funding — a 17.3 cents per gallon gas tax increase and a 1.75 percent increase in the sales tax on diesel fuel.

These tax increases were adopted in March 2010 in legislation known as the “gas tax swap.” The bill (AB 8x 6, Chapter 11, Statutes of 2010) also eliminated the long-standing sales tax on gasoline and lowered the excise tax on diesel fuel to ensure no net increase in taxes overall. Because of its “revenue neutrality,” the swap was not subject to the two-thirds vote requirement for tax increases. However, under Proposition 26, any tax increase passed in 2010 would have been repealed on November 2, 2011 unless reinstated by a two-thirds vote. On March 24, 2011, Governor Brown signed AB 105, which easily cleared the two-thirds vote threshold.

Reaffirm the Tax Provisions of the Swap

For the Bay Area, AB 105 protected \$334 million in roadway and public transit funding in fiscal year 2011–12, as shown below.

Loss to Bay Area If Gas Tax Swap Is Not Reaffirmed

(Dollars in millions)

Program	FY 2011–12
State Transportation Improvement Program	\$92
Local Streets and Roads	\$124
State Transit Assistance	\$118
BAY AREA TOTAL	\$334

Note: Based on funding levels assumed in March 2010, when gas tax swap was adopted

To help reduce the deficit, Governor Brown proposed redirecting \$1.6 billion in vehicle weight fees from the State Highway Account to the General Fund mainly to offset debt service on transportation bonds now that Proposition 22, also passed last November, prohibits the use of gas taxes for this purpose. AB 105 provides for that redirection, generating significant General Fund relief.

State Transit Assistance Protected

State Transit Assistance in AB 105: FY 2011–12

(Dollars in millions)

Statewide Amount	\$329
Direct to Bay Area Operators	
Alameda-Contra Costa Transit District (AC Transit)	\$8
Bay Area Rapid Transit (BART)	\$23
San Francisco Municipal Transportation Agency (SFMTA)	\$30
Santa Clara Valley Transportation Authority (VTA)	\$12
All other Bay Area operators	\$14
Revenue-based Total	\$87
Population-based Total	\$32
BAY AREA TOTAL	\$118

Note: Totals may not sum due to rounding.

MTC also is very grateful for the Legislature’s support for State Transit Assistance (STA). AB 105 dedicates 100 percent of the new diesel sales tax to STA, resulting in approximately \$329 million statewide and \$118 million to the Bay Area, as shown above. STA funding is the only source of state support for transit operations, which has suffered major cuts in the recession, and cannot afford further reductions.



MTC EMBARKS ON “PLAN BAY AREA” — REDUCING GREENHOUSE GAS EMISSIONS FROM MOTOR VEHICLES

California Senate Bill 375 (2008) aims to reduce greenhouse gas emissions by requiring metropolitan planning organizations to develop a Sustainable Communities Strategy, which integrates transportation and land-use planning. The Strategy will need to reflect the region’s progressive values, and be developed in close collaboration with local elected officials and community leaders.

In April 2013, MTC will adopt the Bay Area’s first Sustainable Communities Strategy (SCS). Referred to locally as “Plan Bay Area” — the SCS or “Strategy” will be developed in partnership with the Association of Bay Area Governments (ABAG) and other regional agencies. It will contain transportation investments and land use strategies that, taken as a whole, are expected to reduce per capita greenhouse gas emissions from the transportation sector by 7 percent by 2020 and 15 percent by 2035, as shown at right.



By building multi-family housing near public transit routes and stations, cities can encourage greater use of public transit and help regions achieve the SB 375 targets.

Goals Rooted in Economy, Environment and Equity

The Strategy will reflect the goals of sustainability — Economy, Environment and Equity. The vision will be crafted with guidance from local elected officials and Bay Area residents to help support a prosperous and globally competitive economy, provide for a healthy and safe environment, and produce equitable opportunities for all Bay Area residents. The Strategy will establish targets or benchmarks for measuring our progress toward achieving these goals.

Regional Targets	Percent Reduction in Per Capita Emissions from 2005 to Target Year	
	2020	2035
Bay Area	7%	15%
Sacramento	7%	16%
San Diego	7%	13%
Los Angeles	8%	13%
Central Valley	5%	10%

Source: Air Resources Board adopted targets, September 2010

We Are Already Building Sustainable Communities in the Bay Area

Bay Area cities and counties are already embracing many of the strategies that will likely be incorporated into Plan Bay Area. For instance, more than 60 Bay Area jurisdictions volunteered to designate over 120 areas within the region as Priority Development Areas (PDAs), where much new growth could be concentrated. Located within existing communities and served by high quality public transit, PDAs consume only about three percent of the region’s land area but could house over half of the region’s projected growth by 2035.



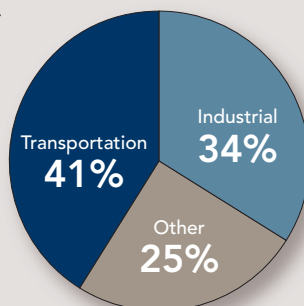
Who Will Prepare the Bay Area's Sustainable Communities Strategy?

MTC and ABAG will develop the Strategy in partnership with the Bay Area Air Quality Management District and the San Francisco Bay Conservation and Development Commission. The four regional agencies will engage local governments, county congestion management agencies, local planning and public works directors, city and county managers, public transit agencies, interested residents, stakeholders and community groups to ensure that all those with a stake in the outcome are actively involved in the Strategy's preparation.

The Benefits of Integrated Land Use and Transportation

- Integrating land uses (jobs, retail, schools, homes, etc.) and encouraging more complete communities can reduce automobile trips and emissions.
- Clustering more homes, jobs and other activities around transit can make it easier to make trips by foot, bicycle or public transit.
- Planning land uses and transportation together can help improve the vitality and quality of life for our communities, while improving public health

The transportation sector, which includes cars and light trucks, accounts for 41 percent of all greenhouse gas emissions in the Bay Area



MTC's Climate Initiatives Program includes \$2 million in Safe Routes to Schools grants for programs that encourage walking or bicycling to school.

Local governments will play a key role in the implementation of Plan Bay Area because after the regional planning work is completed, it will be the local zoning changes that ultimately deliver many of the benefits promised by the Strategy.

Next Steps

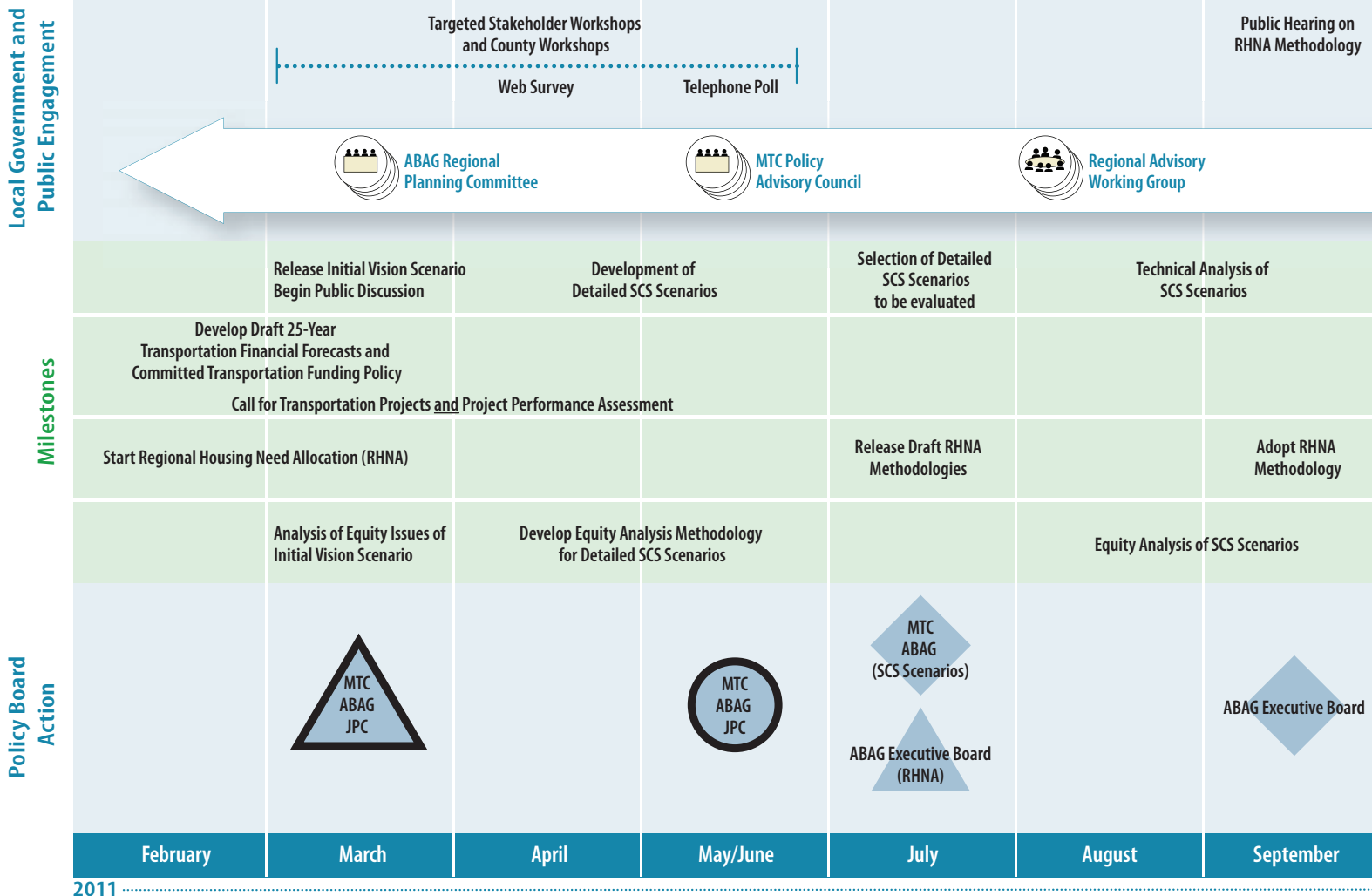
In March 2011, an Initial Vision Scenario will be released that will assess potential land uses and transportation projects relative to the statutory greenhouse gas and housing targets, as well as other voluntary performance targets. As part of this process, cities and counties have been invited to recommend specific areas where they would like new development to occur.

This scenario serves as the starting point for public comment on Plan Bay Area. Public workshops throughout the region will occur between April and July 2011, followed by development and analysis of more detailed scenarios. The next page provides a detailed road map of the key milestones for 2011.



Sustainable Communities Strategy Planning Process: Phase 2 Detail for 2011*

Phase 2: Scenario Planning, Transportation Policy & Investment Dialogue, and Regional Housing Need Allocation



2011

*Subject to change

Policy Board Actions



Meeting for Discussion/
Public Comment



JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee (JPC) and the MTC Planning Committee for Discussion/Public Comment

For more information on key actions and decisions and how to get involved, visit OneBayArea.org

What's the relationship between the Sustainable Communities Strategy and the Regional Transportation Plan?

MTC must adopt the Sustainable Communities Strategy as part of its next Regional Transportation Plan (RTP) for the Bay Area, which is due in 2013.

Because state and federal law require everything in the plan to be consistent, the RTP's investments must be consistent with the Strategy and must be judged to be realistically achievable in the RTP's 25-year planning horizon. This also means the Strategy must be in sync with local land-use plans.



OneBayArea



Bay Conservation
and Development
Commission



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

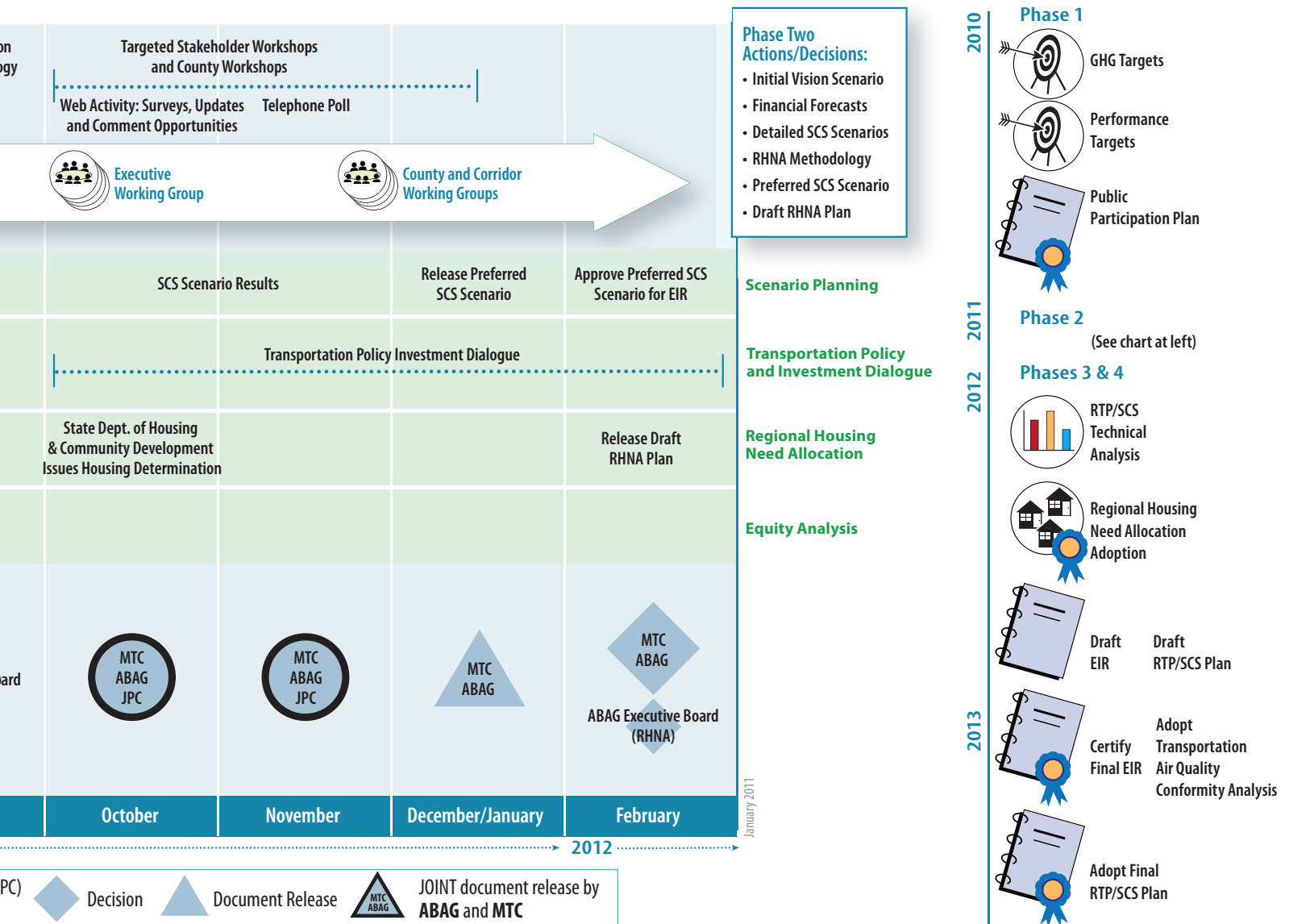


Association of
Bay Area Governments



METROPOLITAN
TRANSPORTATION
COMMISSION

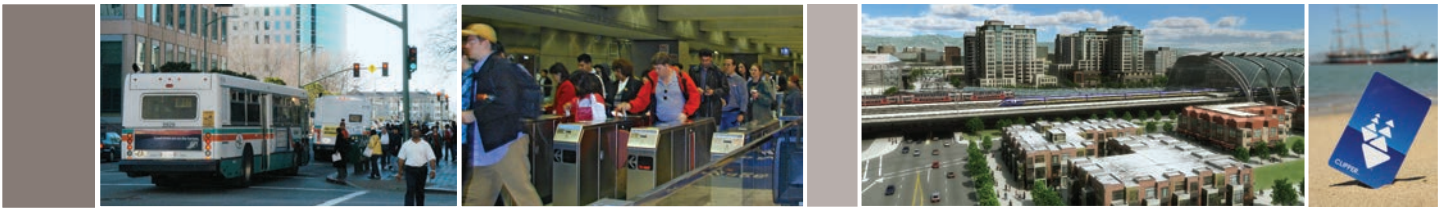
Multi-Year Effort



What's the relationship between the Sustainable Communities Strategy and the Regional Housing Need Allocation?

ABAG administers the state-required Regional Housing Need Allocation (RHNA). State law requires that the RHNA follow the development pattern specified in the

Sustainable Communities Strategy. ABAG will adopt the next RHNA at the same time that MTC adopts the RTP. Local governments will then have another 18 months to update their housing elements. Related zoning changes must follow within three years.

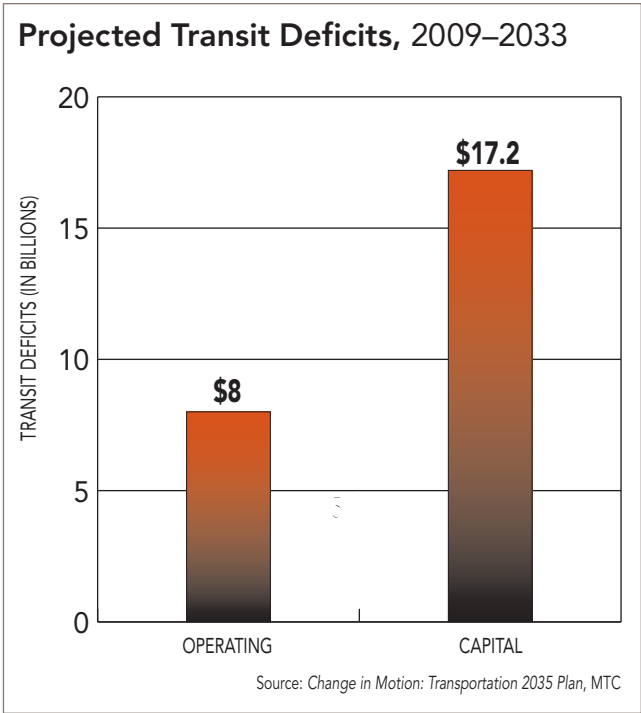


MTC STUDY TACKLES HOW TO CREATE A SUSTAINABLE PUBLIC

Over the last several years, Bay Area transit operators have struggled to balance their budgets through fare increases and severe cuts to service. While painful, these steps have done little to curtail the long-term structural operating deficits and capital shortfalls facing the region's transit systems (see chart at right).



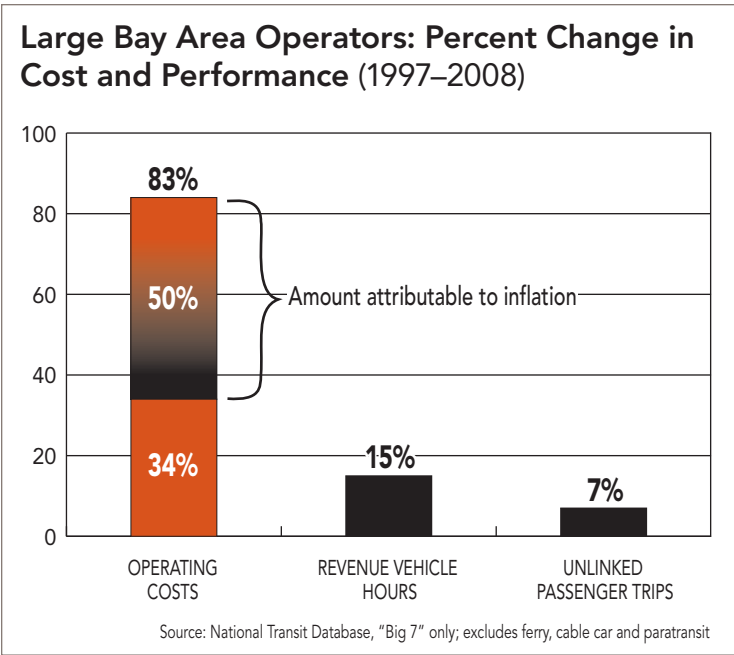
To help chart a future that provides Bay Area residents with an efficient, effective, convenient and reliable transit system, MTC has embarked on a multi-year study — the Transit Sustainability Project. The project's core goal is to determine the major challenges facing transit and identify a path toward an efficient, affordable, well-funded transit system that more people will use.



The project is focused on three core areas: financial, service and institutional. The analysis will also acknowledge the role external factors play in the long-term viability of public transit, such as land use and transportation pricing, which have a huge impact on transit ridership.

Operating Costs Under Analysis

As shown at left, transit operating costs have far outpaced growth in ridership and service levels. One of the key goals of the project is to diagnose why this is the case. The financial analysis has focused on operating costs, which total over \$2 billion a year in the Bay Area. Six major cost drivers have been identified: operator wages, non-operator wages, fringe benefits, work rules, service changes and staffing levels. Taken together, wages and benefits account for over 75 percent of operating costs.





TRANSIT SYSTEM IN THE BAY AREA

Next Steps Toward Sustainability

The next phase of the project is a service analysis, which will include a regional analysis focused on major travel corridors, an assessment of the performance of the current transit system, and a detailed evaluation of specific

multi-operator service areas. The final report, which will include recommendations regarding any new proposed revenue options or institutional changes, is slated for adoption in Spring 2012.

ACTION ITEM

SB 582 (Emmerson): EXPAND ACCESS TO COMMUTE BENEFIT POLICIES

MTC and the Bay Area Air Quality Management District are sponsoring SB 582 to help deliver the promise of the Transit Sustainability Project. The essence of the idea is very simple: require employers to offer tax-saving options (already allowed by federal law) to staff who choose to take transit, vanpool or ride their bike to work.



Karl Nielsen

Thousands of BART riders pay their fares with pre-tax dollars, significantly lowering their commute costs.

While commuting accounts for only 25 percent of trips taken by the average Bay Area resident, it represents about 40 percent of daily vehicle miles traveled and greenhouse gas emissions associated with transportation. It also causes a disproportionate share of congestion since, by definition, most commuting occurs during peak morning and afternoon hours.

Building on the local ordinances adopted by the cities of San Francisco, Berkeley and Richmond, as well as the San Francisco International Airport, the legislation would authorize metropolitan planning organizations, in partnership with local air quality management districts, to adopt

regional commute benefit policies to encourage commuters to consider alternatives to driving alone.

The legislation would allow regional agencies to provide employers with flexibility as well as the opportunity for financial reward, through payroll tax savings, by allowing them to choose one of at least three key options:

- Give employees the option to pay for their transit, vanpooling or bicycling expenses with pre-tax dollars, consistent with federal law; or
- Offer employees a transit or vanpool subsidy equivalent to the monthly cost to the employee on the transit system of their choice; or
- Provide employees with a free shuttle or vanpool operated by or for the employer.

Given that the first option would lower payroll taxes, the vast majority of employers would likely choose this option. And by lowering the cost of taking public transit or vanpooling by up to 40 percent, this option is likely to result in many workers opting to leave their cars at home. In short, by reducing commuting costs and payroll taxes, this proposal could help stimulate the economy, while simultaneously increasing transit ridership and reducing emissions from the transportation sector — a triple win.

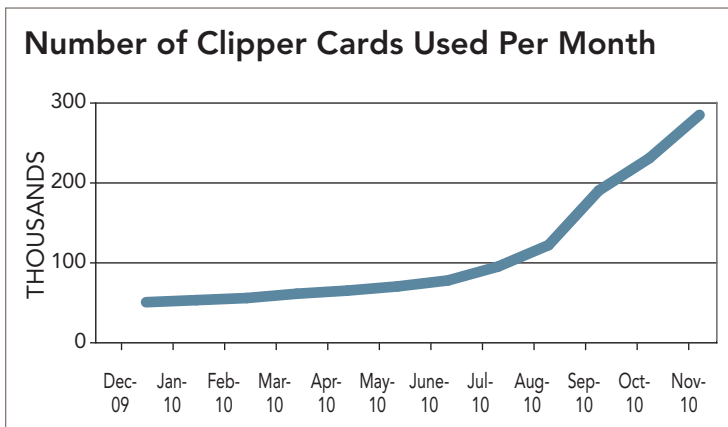


BAY AREA TRAVELERS EMBRACE HIGH-TECH ADVANTAGE

MTC and Transit Agencies Launch Clipper

2010 was a breakthrough year for the Bay Area's regional transit smart card, Clipper. Launched last June as part of a renaming from the TransLink® moniker in use since 2002, the distinctive blue and white cards proved to be an immediate hit, with average weekday boardings soaring from 60,000 at the time of the launch to more than 300,000 by year-end.

The card gives travelers a seamless experience when paying for public transit on SFMTA, BART, AC Transit, Caltrain, Golden Gate Transit & Ferry, Dumbarton



The Clipper card speeds up fare payment and eases the hassle of transfers between different transit systems.

Express and SamTrans. Together these operators carry more than 80 percent of all Bay Area transit passengers, soon to top 90 percent when the Santa Clara VTA begins accepting Clipper cards throughout its network. Eventually, passengers will be able to use the Clipper card on all major Bay Area transit systems.



Bay Area transit riders can use the 511 system to get real-time departure information for the next bus, train or streetcar.

Bay Area 511: Mobility at the Leading Edge

MTC's award-winning 511 traveler information system generates more than 400,000 phone calls and over 2 million Web visits each month. With a range of features unequalled by 511 systems anywhere else, the Bay Area's multi-modal service expanded further into the mobile environment in 2010, making the whole suite of 511 services — from traffic conditions to transit routes, schedules and fares to carpooling and bicycling options — available on mobile devices at m.511.org.

Real-time transit departure predictions are now available for SFMTA, BART, AC Transit, WestCAT and (in early 2011) SamTrans, via the Web or by text message. A newly launched website provides 511 data for software developers designing new applications to help make 511 even more useful for Bay Area travelers.

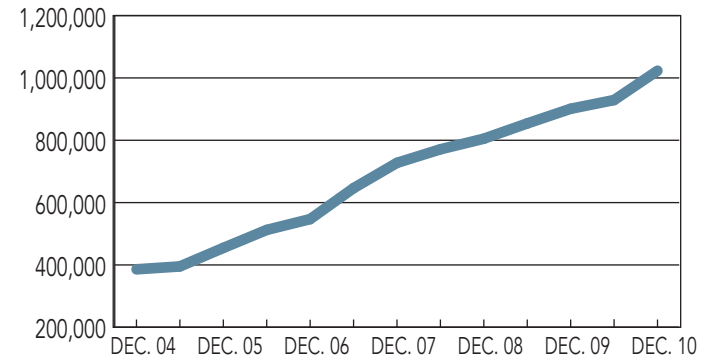


FasTrak® Turns 10, Tops 1 Million Mark

FasTrak® — the popular electronic toll collection system introduced in 2000 — reached a major milestone in October 2010 when Oakland resident Helen Simmons, who commutes across the Bay Bridge daily to her job with a South San Francisco contracting firm, became the 1 millionth FasTrak account holder.

More than 70 percent of all motorists crossing state-owned toll bridges during peak hours now pay their tolls with FasTrak. By eliminating the need to stop and pay cash, the FasTrak payoff is twofold: reduced congestion at the toll plaza and reduced emissions from idling vehicles.

Growth in FasTrak® Enrollment (2004–10)



More Bay Area residents are taking the FasTrak®.

ACTION ITEM

EXPEDITE PROCESS FOR GETTING LICENSE PLATES ON NEW VEHICLES

To address the loss of about \$26 million each year in toll revenue and violation fees from vehicles using Bay Area bridges without payment or license plates, MTC, in its capacity as the Bay Area Toll Authority (BATA), supports legislation to speed up the process for obtaining a new vehicle license plate and strengthen the penalties associated with driving without a license plate.

Under current law, the temporary vehicle registration affixed to a new car is valid for up to six months. Additionally, because the temporary registration is a small piece of paper affixed to the front windshield, it is impossible for law enforcement to know from a distance whether or not the registration has expired. This makes it easy for California motorists to drive toll-free on roads and bridges for months, if not years.

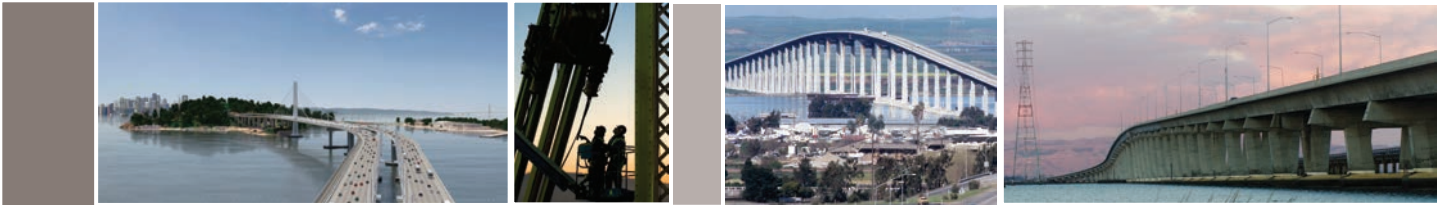
AB 1215 (Blumenfeld) will reduce the allowable time period for driving without a license plate to 90 days and mandate electronic vehicle registration for all new car dealerships. We



Noah Berger

seek amendments to the bill to impose a minimum \$100 fine for driving without a license plate and require placement of a visible permit showing when the temporary registration expires. Taken together, these changes will:

- Significantly reduce toll violations, recouping a vital source of transportation funds and reducing pressure to raise tolls on law abiding motorists.
- Improve public safety by helping law enforcement identify vehicles involved in hit-and-run accidents or other criminal activity.



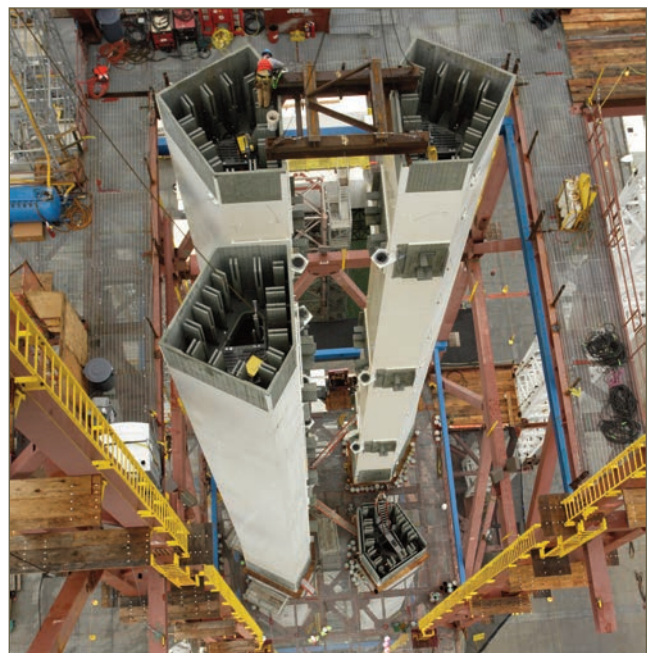
BATA NEARS HOME STRETCH ON SEISMIC SAFETY PROGRAM

Huge strides were taken in 2010 toward completion of the \$9 billion Toll Bridge Seismic Retrofit Program, overseen by the Bay Area Toll Authority (BATA) — MTC's sister agency — Caltrans and the California Transportation Commission. Most dramatic, the first three segments of the iconic 525-foot self-anchored suspension (SAS) tower of the new East Span of the San Francisco-Oakland Bay Bridge were installed. In addition, the first 20 of 28 permanent deck sections were lifted into place.

Thanks to the Legislature's 2009 passage of AB 1175 (Torlakson) allowing for an additional toll increase, construction work also began last year on retrofits of the Antioch and Dumbarton bridges. Because the 1.8-mile Antioch Bridge (built in 1978) and the 1.6-mile Dumbarton Bridge (1982) were comparatively new when the Toll Bridge Seismic Retrofit Program originally was established, neither was included in initial seismic studies. A two-year evaluation completed in 2008 by BATA and Caltrans revealed that both bridges need significant strengthening to protect public safety. The new toll schedule — which for the first time includes congestion pricing on the Bay Bridge — went into effect in July 2010.



Tom Paiva



Caltrans



Caltrans

Antioch Bridge piers fitted with construction scaffolding

The New East Span reaches new heights with both the construction of columns for the Yerba Buena Island transition structure (above) and the installation of SAS tower shafts (below).



Because of the economic downturn, 2010 turned out to be a highly favorable bidding environment, with both projects coming in significantly below engineers' estimates. The Antioch Bridge project is slated for completion in May 2012, and the Dumbarton retrofit scheduled to wrap up in September 2013.

Replacement of the 2.2-mile Bay Bridge East Span remains on target for completion by December 2013. In addition to the SAS project—which, at 1,263 feet will be the longest such bridge in the world — work is now underway on the Yerba Buena Island transition structures and the roughly 1,000-foot eastbound portion of the Oakland touchdown structure.

The westbound portion of the Oakland touchdown was completed in June 2010, while the twin bridges of the 1.2-mile Skyway section were completed in 2008. Construction highlights for 2011 will include completion of the SAS tower and installation of the remaining SAS roadway deck sections.

All eight of the other seismic retrofit projects — replacement of the Bay Bridge West Approach in San Francisco and retrofits of the Bay Bridge West Span, the 1962 Benicia-Martinez Bridge, the 1958 Carquinez Bridge, the Richmond-San Rafael Bridge and the San Mateo-Hayward Bridge, as well as the Vincent Thomas Bridge in Los Angeles and the San Diego-Coronado Bridge — have been completed.



Barrie Rokeach ©2011 www.rokeachphoto.com

Progress on the construction of the New East Span of the San Francisco-Oakland Bay Bridge



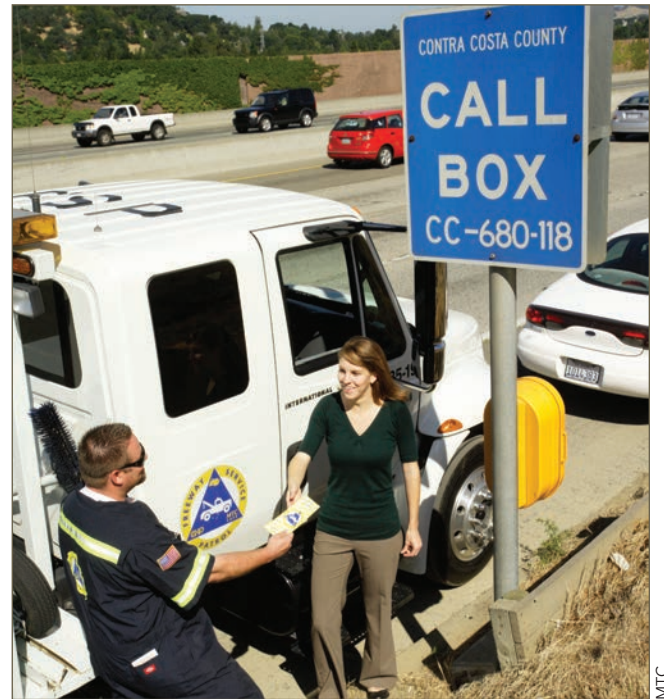
MOTORIST AID PROGRAMS CLEAR THE WAY

MTC Programs Keep Bay Area Freeways Moving

MTC's Service Authority for Freeways and Expressways (SAFE), which is funded by a \$1 fee on Bay Area vehicle registrations, supports a fleet of roving tow trucks known as the Freeway Service Patrol (FSP) and a comprehensive network of fully-accessible, state-of-the-art roadside emergency call boxes.



The Freeway Service Patrol's 37 patrol beats reach throughout the Bay Area's highway system.



More than 95 percent of motorists who have received assistance from the Freeway Service Patrol rate the service as excellent.

Since roughly half of all congestion on Bay Area freeways is caused by accidents, stalls and other incidents, these initiatives improve efficiency for all travelers by quickly clearing obstacles from the roadway.

The FSP, which has 37 separate patrols covering 552 miles of Bay Area highways (see map at left), responded to more than 130,000 incidents in fiscal year 2009–10, and the 2,200 Bay Area call boxes generated over 19,000 calls. An additional 12,000 calls came in via the 511 phone service's "Freeway Aid" option — which allows motorists to bypass the yellow call boxes and summon help from the FSP or another tow service by cell phone.



BAY AREA PARTNERSHIP ROSTER

The Bay Area Partnership Board is a coalition of the top staff of various regional transportation agencies as well as environmental protection agencies. The Partnership provides a forum for discussion of key transportation issues facing the region in order to improve the overall efficiency and operation of the Bay Area's transportation network.

Transit Operators

Alameda-Contra Costa Transit District (AC Transit)

Mary V. King 510.891.4875

Bay Area Rapid Transit District (BART)

Dorothy Dugger 510.464.6060

Bay Area Water Emergency Transit Authority

Nina Rannells 415.291.3377

Central Contra Costa Transit Authority (County Connection)

Rick Ramacier 925.680.2050

Eastern Contra Costa Transit Authority (Tri Delta)

Jeanne Krieg 925.754.6622

Golden Gate Bridge, Highway & Transportation District

Denis J. Mulligan 415.923.2203

Livermore Amador Valley Transit Authority (WHEELS)

Paul Matsuoka 925.455.7555

San Francisco Municipal Transportation Agency (SFMTA)

Nathaniel P. Ford 415.701.4720

San Mateo County Transit District (SamTrans)/ Peninsula Corridor Joint Powers Board (Caltrain)

Michael J. Scanlon 650.508.6221

Santa Clara Valley Transportation Authority (VTA)

Michael T. Burns 408.321.5559

Santa Rosa Transit

Jason Parrish 707.543.3333

Sonoma County Transit

Bryan Albee 707.585.7516

Transbay Joint Powers Authority

Maria Ayerdi-Kaplan 415.597.4620

Western Contra Costa Transit Authority

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Solano County Transit (SolTrans)

Phil McGuire 707.424.6075

Airports and Seaports

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Livermore Municipal Airport

Leander Hauri 925.373.5280

Regional Agencies

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Ezra Rapport 510.464.7927

Bay Area Air Quality

Management District

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Metropolitan Transportation Commission

Steve Heminger 510.817.5810

San Francisco Bay Conservation & Development Commission

Will Travis 415.352.3653

Congestion Management Agencies

Alameda County Transportation Commission

Arthur L. Dao 510.350.2329

Contra Costa Transportation Authority

Randell H. Iwasaki 925.256.4724

Transportation Authority of Marin

Dianne Steinhauer, P.E. 415.226.0820

Napa County Transportation and Planning Agency

Paul W. Price 707.259.8634

San Francisco County

Transportation Authority

José Luis Moscovich 415.522.4803

City/County Association of Governments of San Mateo County

Richard Napier 650.599.1420

Santa Clara Valley Transportation Authority (VTA)

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Solano Transportation Authority

Daryl K. Halls 707.424.6007

Sonoma County Transportation Authority

Suzanne Smith 707.565.5373

Public Works Departments

City of San Jose

Dave Sykes 408.535.8444

County of Sonoma

Phillip Demery 707.565.3580

County of Alameda

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City of San Mateo

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State Agencies

California Air Resources Board

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California Highway Patrol, Golden Gate Division

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California Transportation Commission

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Caltrans District 4

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Federal Agencies

Environmental Protection Agency, Region 9

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Federal Highway Administration, California Division

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Federal Transit Administration, Region 9

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